

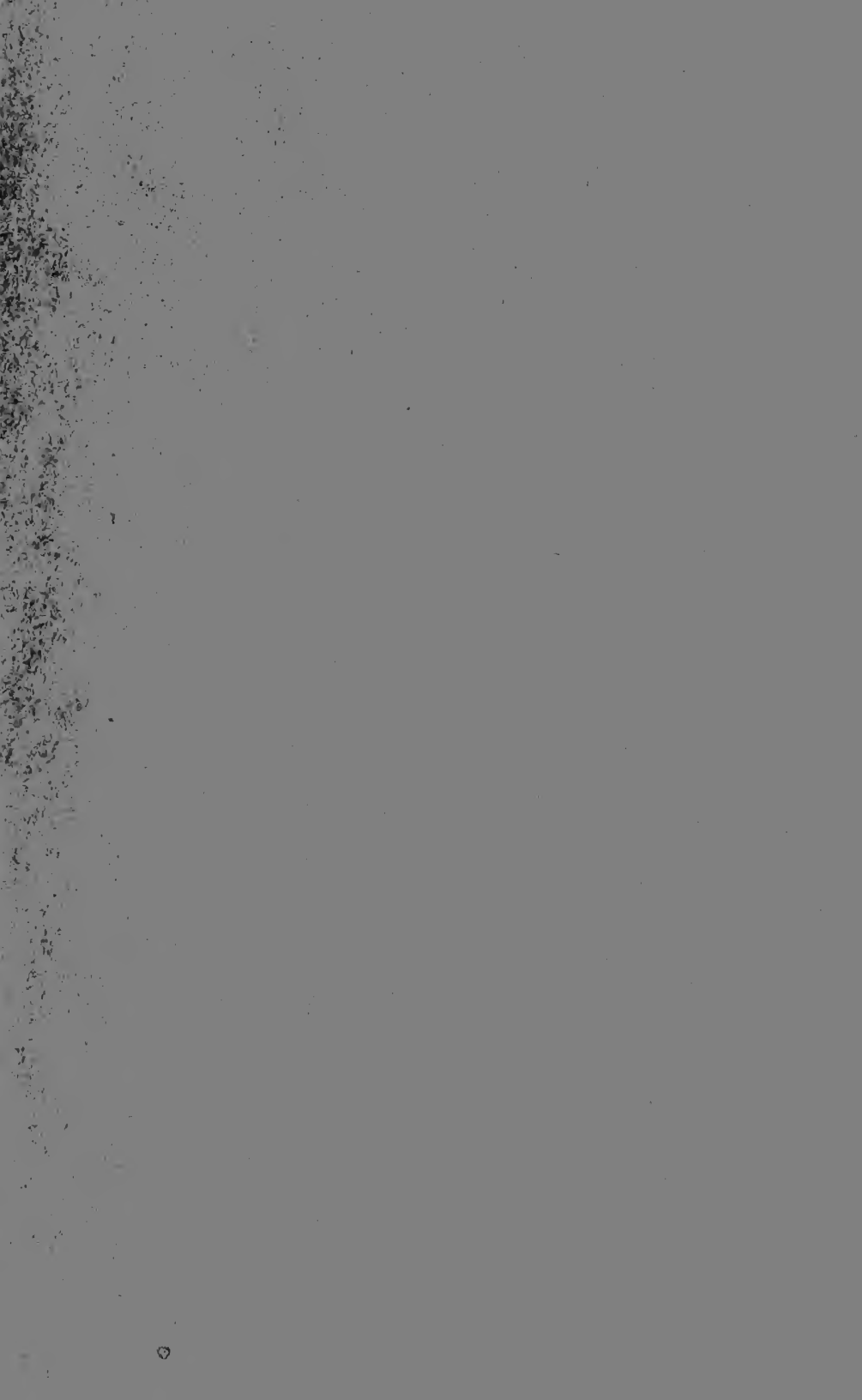
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PACIFIC
RAILROAD
PLAN

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PACIFIC RAILROAD.

THE SENATE COMMITTEE'S REPORT IN FAVOR OF WHITNEY'S PLAN.

THE clear and judicious *Report* of the Senate's Committee, in favor of the plan of Mr. Asa Whitney, for the construction of a railroad, without cost to the Government, from the upper shore of Lake Michigan to the Pacific, will doubtless have the effect to convince all parties (except those who have projects of their own to offer) that the plan of Mr. Whitney is not only the best offered, as regards feasibility, but that it is the freest from constitutional objections. Indeed it has been found impossible to raise any, the least objection on that score, and it is consequently impossible to make it a party measure. It would be fortunate for the nation, could every national undertaking be placed upon as sound and safe a basis as the one offered by the Committee, *namely*, upon the basis of *individual responsibility*.

Although we are entirely convinced that the General Government has a right to appropriate the public moneys to purposes of internal improvement, when it is understood that private enterprise is insufficient to accomplish the ends in view, we are yet satisfied that it is unwise and impolitic to extend the aid of Government toward enterprises which *can* be accomplished without such aid. *Every* railroad and steamboat, every public conveyance, every means of intercommunication, is intended for the use of the entire nation; but it is impolitic and mischievous for the General Government to interfere in the affairs of steamboat and railroad proprietors; for the simple reason, that they are better managed by individuals.

The *magnitude* of the plan advocated by the Senate's Committee does not affect the argument in the case before us. It is believed by the Committee that the Pacific Railroad *can* be built, without risking a dollar of the public money. If the Committee are right in that belief, it is a point of con-

stitutional necessity that this work should be undertaken, if at all, upon their plan. If an hundred millions is to be expended on public works, it can be rightfully appropriated to such only as cannot be constructed either by single States or by individuals. The rivers and harbors of the North and West require to be opened and made safe for Western commerce: the General Government alone has power to improve them. Expenditure upon these works will be sanctioned by the people only because private companies cannot and will not undertake them. Their necessity is their sole excuse.

The great majority of those who have examined Mr. Whitney's plan have pronounced in favor of it, not only because of its freedom from constitutional objections, but because it will require less time in the execution, and cost less than any other. The bill, which will be laid before Congress at the coming session, is so framed as to close up every avenue to fraud and speculation. Its provisions are simple and stringent.

A strip of land, sixty miles in width, reaching from Lake Michigan to the Pacific, is to be set aside by the Government, and the command of its resources, its timber, its water power, and its iron mines given to the person who is to build the road: mortgaged, however, and in the event of failure to return into the hands of Government; excepting only such portions as may have been already sold and occupied by settlers.

This strip will be divided into sections of ten miles. On the completion of the first ten miles of road, the purchaser will be allowed to sell one half of the lands, or a strip five miles in width, the other half being held in reserve by the Government.

The entire cost of the road will have to be defrayed out of the proceeds of the sales of this half, and a second section of ten

miles will be immediately undertaken, and its cost defrayed by the sales of one half of another ten mile strip, aided by any surplus of funds accruing over and above expenses, by the former sales.

The whole work can be carried forward, after the opening of the first ten mile section, with great rapidity. The progress of the road will insure rapid sales, and a rapid rise may be expected in the value of the lands of the entire route.

If, however, contrary to all expectation, after passing through the good lands, and after completing a ten mile section of road, the builder of the road shall show that the sale of one half the land (the alternate five mile sections) did not yield a sufficiency of funds for the construction of a good road, as much of the remaining five mile sections reserved by Government as may be necessary to cover the deficit, shall be offered for sale, &c., &c.

In several articles, during the past two years, we have advocated the plan for a Pacific Railroad, lately adopted by the Senate's Committee, and we are happy to perceive that the public mind is very generally impressed in its favor. The opposition to it has been slight and ineffectual. A few politicians on both sides have endeavored, more industriously than wisely, to give the project a party character. Others have opposed it because it seemed to confer too much power upon a single person,—an argument against every enterprise of the kind, whether undertaken by an agent of the Government or by an individual. It has also been objected, that the projector of the plan may possibly accumulate a fortune by its success; which is as much as saying that it ought not to succeed if undertaken. That a vast number of jobbers and speculators would be enriched by the work, were it undertaken by the Government, is quite certain. It seems therefore that we are bound to secure this immense benefit to the nation and to the entire world, by agents who are to receive no return for the risk they incur, or the expenditure of years of time and labor in its accomplishment! Should the projector realize a considerable fortune, by the success of the work, *at the end of twenty years*, the benefit to the nation will by that time have exceeded hundreds of millions; not only by the commercial movement which would take

place across the continent, after the completion of the road, but by the settlement of several millions of acres of land, and a vast increase of our Western population.

In the very able and lucid Report of Mr. Bright, the Chairman of the Committee, we find expressed the most unqualified approbation of the plan of Mr. Whitney. Among all the plans submitted to them, they are obliged to pronounce in its favor, without qualification, and they conclude that it "*ought to be adopted.*"

"Your Committee have been aided in the examination of this subject by the very favorable and full reports of different Committees of both Houses of each Congress for the last five years, and of the Legislatures of some eighteen States, decidedly and expressly recommending the adoption of this plan over all others; and the unanimity with which said resolutions were adopted in both branches of the different Legislatures is, as your Committee believe, without a parallel. Public meetings throughout the country, in our populous cities, have been equally decided and unanimous in expressing the same favor for this plan; and even since the two Conventions held last fall—the one at St. Louis and the other at Memphis—public meetings, numerous and most respectably attended, have been held at Cincinnati, at Louisville, at Indianapolis, at Dayton, at Columbus, and at Zanesville, at all of which resolutions were almost unanimously adopted in favor of this plan, and declaring it *the only one capable of being carried out*; and your Committee believe, from the frequent expressions of the public press, and from other sources, *that the opinion of the country is almost universally concentrated on this plan.*"

"The bill proposes that a belt of territory sixty miles wide,—that is, thirty miles on each side of the road,—with its eastern base on Lake Michigan and its western on the Pacific, comprehending about 78,000,000 of acres, shall be sold and appropriated to this object, to be accounted for by Mr Whitney at the national treasury, at ten cents per acre, good, bad, and indifferent,—amounting to nearly \$8,000,000.

"When it is considered that tens and scores of millions of acres of the public domain are now being, and about to be *given* away, for various objects, and that some of our leading statesmen are proposing to give

all the public lands away, with some prospect of success; and when, moreover, it is considered that only a little more than one third of the belt proposed to be set apart for this road is good and saleable land, it must be seen there is little chance or probability that the Government will ever get as much for this territory as by selling it for this road at ten cents per acre. Consequently the road, built on this plan, will itself be a capital of immense and incalculable value, and so much *positive gain* to the nation, which, as your Committee will endeavor to show, could in no other way be realized."

The capital to be employed for the construction of the work is to be realized solely by the rise in value of the lands, following upon the sales and settlements of the first portions, as the work advances.

"The capital to build the road with is to be *created* by the increased value which the building of the road will impart to the lands thus set apart, and through which the road is to pass; and, when created and thus invested, the bill provides that the use of the road shall be a *positive and perpetual gratuity* to trade and commerce, with no other tax for transport of passengers and merchandise than such tolls as may be necessary to keep the road and its apparatus in working order—which tolls are to be determined on and regulated by Congress.

"Here, as your Committee think will be seen, are two great and peculiar principles of this plan, which, as the Committee believe, are not only fundamental, but vital to the great object in view:—

"1. The capital is *created—a positive creation—not borrowed*. If it were borrowed, or drawn from other sources, as all other plans contemplate, it would be necessary to impose tolls for dividends to satisfy the interest; and then the great end in view would be sacrificed. The end proposed is to draw trade and commerce on this line, by means of cheap transport between the great East and the great West of the United States, between the United States and Asia, and between Europe and Asia. But if tolls should be required to meet the interest on the cost of the road, this end could not be accomplished, and the enterprise would be a stupendous failure. But on the plan proposed, with tolls sufficient only for expenses of operation and necessary repairs, it is believed that a passenger may

be taken over the whole line of the road, 2,030 miles, for \$20; a bushel of corn for 25 cents; a barrel of flour for \$1; a ton weight of merchandise for \$10; and one ton measurement of teas (a half ton weight) for \$5. At these rates, can it be doubted that the corn of the Mississippi Valley may be put down in China for 40 cents transit per bushel,—worth there, as your Committee are informed, from 75 cents to \$1.25 for 60 pounds weight,—leaving an average of from 30 to 35 cents a bushel to the producer, and, as the Committee are also informed, with an unlimited demand? And so of agricultural products, and of every other species of merchandise, going to and fro between the Atlantic and Pacific ports of the United States, between the Mississippi Valley and Asia, between our eastern coast and Asia, and between Europe and Asia,—in a word, between a population of 250,000,000 in Europe, *across our bosom*, and 500,000,000 in Asia; as also between ourselves and all Asia.

"But double these rates of transport,—as would inevitably be the case were the road built on *any other* plan of means, always requiring tolls sufficient, in addition to the expenses of operation and repairs, to meet the interest on the cost of the work,—and the whole of this immense and vastly extended commerce would be for ever prevented from springing into being; and the comparatively small amount now carried on between us and Asia, and between Europe and Asia, would be found to follow its old routes. Your Committee are therefore of opinion that this road can never be built and sustained *except by capital created by itself*, as by the plan proposed, and that it would be doomed to failure, even if it should be attempted, on the credit of the Government, as the people would never submit to perpetual taxation for the interest on its cost.

"Your Committee are of opinion that the cheap transport to be obtained by the plan proposed involves the only principle on which this road can be made a successful enterprise; and it is all the more satisfactory, as it will not cost the Government and people of the United States a single dollar."

If this road were to be built by Government it would cost, by Col. Abert's estimate, one hundred and twenty-seven millions and a half. By Mr. Whitney's plan, say the

Senate Committee, its cost will be only sixty millions. Government is to receive eight millions for the land, to be paid out of the sales as the work advances, making the entire cost \$68,000,000, which will be covered by an average of $87\frac{1}{2}$ cents per acre for the entire tract.

"The chief reliance must be on the first eight hundred miles, which constitute, with little exception, the good and saleable lands. From what is known of the effect of railroads and canals on the value of lands and other property bordering upon them, the Committee think it safe to conclude that such a road will add great value to the land through which it passes; and whether it will be sufficient for the purpose, is the risk of the party undertaking it.

"Your Committee believe that the building of the road will undoubtedly create facilities for settlement on its line for at least the eight hundred miles of good lands, and cause a demand for them to an available amount of means equal to any possible judicious application of *means* to the construction of the work; and the reserved half of lands, as hereinafter provided for, daily increasing in value, would certainly be a sure source of capital for an equal or greater distance beyond the good and through the poor lands, a part of which latter would no doubt be made available for settlement by means of the road.

"Your Committee think it would be very difficult, and enormously expensive, if not impossible, to construct such a road through a now entire wilderness, on any plan of means, unless settlement can keep pace with the work; and that this plan, as it connects the sale and settlement of the lands with the work itself, is not only the *only* sure plan of means, but by it the work will advance as rapidly, or more so, than on any other plan. Besides, these lands, with this great highway through their centre, could not, in the opinion of the Committee, fail to command any amount of money required for the progress of the work, as their daily increasing value would render them the most safe and most profitable investment for money."

It is impossible to give the details of the plan in a more condensed and lucid shape than is exhibited in this able Report:—

"The security of the interests and rights of the public is to be considered. The bill provides that the first eight hundred miles

of good land shall be divided into sections of five miles each—that is, five miles by sixty; and that, after Mr. Whitney shall have built his first ten miles of road, and after it shall have been accepted by the Government commissioner appointed for the purpose, as being in all things a fulfilment of Mr. Whitney's engagements, and not till then, he shall be entitled to sell the first section of five miles by sixty, as well as he can, to reimburse himself for his expenditures on the first ten miles of road already completed and accepted; and so on, in the same manner and on the same conditions, for every successive ten miles of the first eight hundred, leaving every alternate section of five miles by sixty untouched, with all its increased value created by the road, as public security for carrying on the work to the Pacific. Thus, when the road shall have been completed through this eight hundred miles of good land, the Government will hold, as security for the extension and final completion of the work, the road itself, all its machinery, four hundred miles by sixty of these good lands untouched and raised to a high value by this public work, together with the entire remainder of the belt to the Pacific.

"The bill also provides that the titles of the lands sold by Mr. Whitney shall be given to the actual purchasers by the Government, and not by him, and that all remainders unsold shall be disposed of at public auction at the end of ten years after the road shall have been completed on each ten-mile section—that is, the unsold parts of Mr. Whitney's sections of five miles by sixty; and thus, to prevent the reservation of lands for speculation. From the end of this first eight hundred miles to the Pacific, where the lands are poor and unavailable, the bill provides that Mr. Whitney shall proceed as follows, to wit: that, at the end of every ten miles of road completed and accepted as before, he shall be entitled to sell the whole section of ten miles by sixty, to reimburse himself, as far as the sales will go, for his expenditures on that ten miles of road; and for any deficit, he shall be entitled to go back and sell at public auction to the highest bidder, in lots of forty to one hundred and sixty acres, as much of the reserved untouched lands on the first eight hundred miles as this deficit may require; and so on, and in the same manner, for every succeed-

ing ten miles to the Pacific, selling the lands of each ten-mile section after the road shall have been completed and accepted, and going back to sell the reserved lands only when and so far as there may be a deficit, as before; and all this, under the supervision and authority of the Government commissioner, whose duty it shall be to see to the fulfilment of the terms of the bill.

"If, at any stage of this work, Mr. Whitney shall fail on his part, the bill provides that all his rights shall be forfeited to the Government, and that the road, so far as completed, with all its machinery, shall belong to the Government; and Congress may sell or dispose of it as may be deemed meet, for the benefit of the nation; and all the unsold and reserved lands would revert and belong to the nation, the same as if this act had never been made a law. And if Mr. Whitney should die, his successors would be under the same obligations, and liable to the same penalties, on the same conditions. The bill also provides that, when the road is completed to the Pacific, with its machinery in operation, to the satisfaction of Congress, so that the Government can in no way be made liable for the expenses of its operation and repairs, then whatever, *if any*, surplus lands may remain unsold, shall be sold for the account and benefit of Mr. Whitney; and whatever surplus money may remain, after paying all charges against said road, shall be his, as a reward or compensation for this work, and the road and its machinery shall be considered as belonging to the nation. Although the bill provides that the title thereto shall vest in Mr. Whitney, still Congress retains the power to fix and regulate the tolls for both passengers and merchandise, so that no more shall be earned than barely sufficient for the expenses of operation and repairs, and the United States mails are to be transported free. Congress will hold the power to give the management of the road to any other party at any time when Mr. Whitney may fail to operate it as the wants of the people require. Thus it is clear to your Committee that Mr. Whitney's only chance of gain from the enterprise is in the hope of making the lands, by building the road through them, produce him a sum *exceeding* what will have been his actual outlay for the construction of the road, its machinery, and the \$8,000,000, or the ten cents per acre,

which he is to pay into the treasury of the United States for the entire belt of lands."

"Your Committee believe, as informed by Mr. Whitney, that available lands, with timber, other material, and with facilities for the work, do not exist, and cannot be had on any other route, so as to justify the commencement of the work with any possible hope of success, and that he would not attempt it on any other route. There is no plan before your Committee in competition or conflicting with Mr. Whitney's that does not depend, either directly or indirectly, on the public treasury, or on government credit, for means.

"Moreover, your Committee believe it will be found, by actual measurement, that the route proposed by Mr. Whitney is the most direct and shortest for commerce from all our Atlantic cities to the Pacific, by the South Pass, (probably the only feasible route,) and around the globe—which is the great end in view. It is shorter, for example, from Baltimore to the great South Pass, by more than 300 miles, than by way of St. Louis; and the eastern terminus, or the crossing of the Mississippi river, reckoning on other connecting lines of railroad existing and projected, is nearer to Mobile by 300 miles than to New-York, and 500 miles nearer to Mobile than to Boston; and, as appears to your Committee, it would be more fair and more equal for all our Atlantic ports than a more southern route; and, amongst the several routes proposed, this appears to be the only one by which a line of railroad can be extended from our Atlantic ports to the Pacific without being broken by rivers or waters which cannot be bridged—a most imperative necessity for such a highway of commerce across this continent, as it is a well-known fact that transshipments and commissions often amount to as much or more than the transport.

"This plan, as your Committee believe, would rescue the whole subject from sectional and party strifes, and from all liabilities of being employed as a corrupt and corrupting engine of party or of executive patronage, or as a stockjobbing machine: there being no stock and no dividends, it could never go into Wall street or into the money markets of Europe; and as to party or executive patronage, the only agent of the Government which the proposed law requires or authorizes is the commissioner

to be appointed to see that the different enactments of the bill are carried out.

"Assuming, as is already shown, and as your Committee think will be found to be the fact, that no other plan is feasible, your Committee consider that the most forcible of all reasons for adopting Mr. Whitney's plan is, that its execution will effect a complete revolution in the routes of commerce; that it will bring the great bulk of the trade of the world on this line, and make our country the great *focus* of the commercial transactions of all nations—making the heart of our country the centre of the world, its banking-house, and its great exchange.

"Distance, time, and cost of transport, are the controlling laws of trade. By measuring a globe, it will be seen that on the parallel proposed for this road is the shortest line between our Atlantic ports and Asia, and the shortest line between Europe and Asia across our continent; and it is worthy of remark, that this belt around embraces, and that this route would accommodate, nearly the entire population of the globe—that is, the enterprising and industrious part."

It is computed by engineers that a road with 1,000,000 tons of business may earn fair dividends, at a cost of \$50,000 the mile, on a charge for transportation of one cent a ton. Accepting these estimates, the Committee declare that the cost of transportation between Europe and Asia, would be less by this road than by ships, going about Cape Horn, or the Cape of Good Hope.

It is also ascertained that the construction of a ship canal crossing the Isthmus of Panama would not interfere with the business that might pass over this road. From New-York to China by Panama is 13,000 miles, with every allowance for winds and currents. By the Cape of Good Hope it is 14,255 miles, say the Committee. From New-York to the mouth of Columbia river by steamers and the Isthmus is 6,000 miles, and requires thirty-five days of travel. By the railroad it will be less than half the distance, (2,961 miles,) and require five to eight days' travel! an immense saving of labor, time, and cost, which would insure the preference of the railroad above all other routes.

The annual aggregate of imports and exports between Europe and Asia is said to be in value about \$250,000,000. The whole of this immense commerce would be drawn from its present route, and sent across the

North American continent; a result of which the political and commercial consequences exceed imagination. This vast commerce is now carried on by foreign shipping, chiefly British; if it passed over the North American continent, our own merchants would become the carriers of it. Our own commercial and naval power would increase in proportion as that of Great Britain diminished.

From the terminus of the railroad on the Pacific coast, a short and easy communication would be opened, a result of infinite importance to the gold countries and to the great State of Oregon that is to be, and that could not fail to give those countries a commercial importance surpassing that of any other part of this continent.

The Committee do not hesitate to urge the adoption of Mr. Whitney's plan:—

"Will we sell these lands, as proposed by the bill, for a sum exceeding, as your Committee believe, that which the Government can expect to receive for the same tract in any other manner, and with such other restrictions and conditions as shall guarantee to the nation the execution and accomplishment of this great highway for nations without the outlay of one dollar by the nation, without one penny of tax or burden upon the people, and no tolls except sufficient *only* for the expenses of repairs and operation, binding our Atlantic and Pacific possessions together, and making the commercial world tributary to us?

"Or will we decide against this great work, promising these vast and important results—abandon them all—let our Pacific possessions separate and form an independent nation, controlling, as they will, the immense fisheries and commerce of the vast Pacific, with the commerce of Japan, China, and all Asia? Will we decide that the lands, which can now be applied to and effect the accomplishment of this stupendous and truly national work, shall be wasted away for party political capital and other purposes, whereby the nation can never receive any direct benefit—when, too, the objects urged by those who wish to dispose of the lands to settlers without pay would be more immediately effected in the accomplishment of this work, because its construction would give employment to settlers, and create the means to pay for their lands, and place them a hundred fold better off than to have the lands

free of cost without the road, which is the only means by which their products could reach the markets, so as to yield a return for their labor?

"Your Committee cannot hesitate in forming a decision upon this subject, not doubting that those who examine it will be impressed with the same views, and form the same conclusions as your Committee have done. Therefore, your committee recommend the adoption by Congress of the bill proposed, and urge its immediate adoption. The various plans and bills now before Congress for disposing of very large amounts of the public domain, together with the constant demand for actual settlement, particularly at the first part or commencement of the proposed route, are rendering the execution of this plan more and more difficult every day; and your Committee believe the time must soon arrive when these lands on the first part of the route, so desirable for immediate available means, and possessing timber, materials, and facilities for commencing and carrying on the work into the wilderness, will be so far disposed of for other purposes as to render the accomplishment of this work doubtful, or impossible. And to wait for further surveys and explorations, as has been proposed by some, would, in the opinion of your Committee, be the defeat and abandonment of this plan for ever; and, besides, the authorization of surveys for a railroad to the Pacific would justly be considered by the people as sanctioning the commencement of a Government work, which your Committee cannot recommend, nor would it be sanctioned by the people, as your Committee believe: neither do your Committee think it at all necessary, nor does this plan require, to delay the adoption of this bill for further surveys. The rivers have been examined by Mr. Whitney himself, to ascertain at what points they can be bridged. From the lake to his point on the Mississippi, it is well known that there are no difficulties on his route; from the Mississippi to his point on the Missouri, his route is without obstacles; and thence to the South Pass, it is well known that impediments do not exist. While these three sections are being constructed, the route thence to the Pacific can be explored, surveyed, and fixed upon.

"The route from the lake to the South Pass, as your Committee are informed, has

no parallel for feasibility on the face of the globe; and from the South Pass to the Pacific, the explorations of Colonel Fremont and others, as well as the immense emigration to Oregon and California, abundantly certify that it is feasible. Besides, the streams, which wend their way all from the South Pass to the Columbia and the Pacific, indicate a favorable route, it being a well-known fact that there are no very great falls or rapids in the streams emptying into the Columbia; and that river has cut its way and made a route through the mountains to the ocean."

We cannot sufficiently commend to the attention of our readers that excellent feature of the plan recommended by the Senate's Committee, that there will be no new offices created by it, to be filled by the favor of the Executive. There can be no jobbing nor corruption. The American principle, that nothing that *can* be accomplished by private enterprise should be attempted by the General Government. The cost of such a road, undertaken upon a Government survey, itself to consume many years and several millions in the preparation, would consume the amount of the entire revenues of the nation for several years, and compel the Government to contract an immense debt, and finally to institute a system of direct taxes. An army of applicants for office under the great Railroad administration—which would constitute a separate Bureau, or Department—would beset the doors of the Cabinet. The work would drag on heavily, perhaps for ages, and its completion be postponed to the utmost limit by those who were receiving salaries for superintending its construction.

Under the plan recommended by the Committee, on the contrary, every inducement is held out to the contractor, Mr. Whitney, to finish it with the greatest expedition, since the value of the lands upon which it is commenced, in the region between the Lakes Superior and Michigan, will be increased as the road lengthens out over the wilderness, and creates new settlements upon its line.

With every year that passes, the difficulty of constructing such a road is increased. The great timber region south of Lake Superior is the only tract of country that can now be depended on to furnish the materials of the road. The timber on this tract

is being cut away annually in vast quantities, by companies who appropriate it without leave from Government. A grant of the lands for this great national enterprise will convert the property of the nation to its right use, and put an end to these depredations.

It has been suggested that Government ought to undertake a regular survey of the various routes from the Atlantic to the Pacific, before proceeding to the grant of lands. This would only cause a delay of the work for five or six years longer, by the end of which time the timber would have been in great part cut away from the region between Lake Michigan and the Mississippi, upon which it will be necessary to construct the road. The survey would be, for other rea-

sons, wholly unnecessary. The route has been thoroughly examined already, wherever examination was necessary. A survey of the prairies for such a purpose would be of about as much service as a survey of the ocean between New-York and Liverpool. Five years of delay, an idle expenditure of several millions, and the final defeat of the entire undertaking, would be the almost certain consequences of such a survey. It will be proposed by the enemies of the project, as a political manœuvre to stop proceedings. A vast number of unemployed engineers and others would find it a good job for several years, and the stigma of Government patronage will have been irretrievably fixed upon the work. The enemies of the plan will of course vote for the survey.

MISCELLANY.

WE the give following account from the *London Times* of the chief events in the life of Louis Philippe :—

Louis Philippe was born in Paris, on the 6th of October, 1773, and was the eldest son of Philippe Joseph, Duke of Orleans, (known to the world by the *soubriquet* of "Philippe Egalité,") and of Marie, the daughter of the Duke de Penthièvre. Trained by careful and benevolent parents, the youth of the future King was marked by many acts of benevolence, bespeaking high character, sufficient to call forth the high commendation of the celebrated Madame de Genlis, whose wise and judicious training was well calculated to develop any latent good qualities in the minds of those under her charge. The diary of the Duke de Chartres shows that he was not altogether exempt from revolutionary doctrines, and these ideas were far from being discouraged by his connection with the Jacobin Club. In 1791 the young Duke, who had previously received the appointment of Colonel in the 14th Regiment of Dragoons, assumed the command of that corps, and almost the first act of his authority was the saving of two clergymen from the fury of the mob, consequent upon their refusal, in common with many others, to take the oath required by the Constitution. Much personal courage was on this occasion displayed by the Duke de Chartres, and equal tact in guiding the feelings of an enraged mob. A similar amount of courage was shown by him in saving from drowning a M. de Siret, of (i.e., Sub-Engineer in the Office of Roads

and Bridges, and a civic crown was presented to him by the municipal body of that town.

In August, 1791, the Duke de Chartres quitted Vendome with his regiment, bound for Valenciennes. In April, 1792, war being declared against Austria, the Duke made his first campaign. He fought at Valmy at the head of the troops confided to him by Kellermann, on the 20th of September, 1792, and afterwards on the 6th of November, under Dumouriez, at Jemappes. During the period in which the Duke de Chartres was engaged in the military operations the revolution was hastening to its crisis. The decree of banishment against the Bourbon Capet race, so soon afterward repealed, seems to have alarmed the mind of the Duke, who earnestly besought his father to seek an asylum on a foreign shore, urging the unhappiness of his having to sit as a judge of Louis XVI. The Duke of Orleans paid no attention to these remonstrances, and finding that his persuasions were to no avail, the Duke de Chartres returned to his post in the army. The execution of the Duke of Orleans soon afterward verified the melancholy anticipations of his son. He was put to death on the 21st of January, 1793. Exactly seven months after the death of his father the Duke de Chartres and General Dumouriez were summoned before the Committee of Public Safety, and, knowing the sanguinary nature of that tribunal, both instantly fled toward the frontiers. In spite of the eager pursuit which was commenced, they both escaped into the Belgian Netherlands, then in the possession of Austria. The Austrian authorities invited

